

M E M O R A N D U M

April 26, 2012

TO: Transportation, Infrastructure, Energy & Environment Committee

FROM: Glenn Orlin^{Go}, Deputy Council Staff Director

SUBJECT: FY13 transportation fees, charges, and fares—transit fares;
FY13 Operating Budget: Mass Transit Fund; Rockville Parking District NDA

Those anticipated to attend this worksession include:

Arthur Holmes, Jr., Director, Department of Transportation (DOT)
Edgar Gonzalez, Deputy Director for Transportation Policy, DOT
Al Roshdieh, Deputy Director, DOT
Carolyn Biggins, Chief, Division of Transit Services, DOT
Bill Selby, Chief, Management Services, DOT
Phil McLaughlin, Manager of Operations Planning, Division of Transit Services, DOT
Sandra Brecher, Chief, Commuter Services Section, Division of Transit Services, DOT
Brady Goldsmith and Amy Wilson, Budget Analysts, OMB

I. FY13 Transportation Fees, Charges, and Fares

On March 19, 2012 the Executive submitted his FY13 Operating Budget for the Mass Transit Fund predicated on increasing the following changes to transit fares:

- Raising the cost of the monthly Ride On pass from \$40 to \$45.
- Raising the Ride On cash fare from \$1.70 to \$2.00, the SmarTrip fare from \$1.50 to \$1.60, and associated revisions to senior fares and transfer charges.

These potential changes would go into effect on July 1, 2012. An excerpt from Table 1 of the draft fees, charges, and fares resolution showing the proposed changes in Ride On fares is on ©1. At the April 24 public hearing the Council received testimony from the Silver Spring Chamber of Commerce in favor of the proposed changes, calling them “modest.” Mr. Stephen Schwartz indicated that he strongly opposed the increase, stating that the increase of \$1.00 was not fair; however, the largest proposed increase on any single fare is only 30 cents. Mr. Ed Gittelsohn argued that the Ride On Monthly Pass should be increased from \$40 to \$44, but not to \$45. During the Operating Budget public

hearings in early April the Western Montgomery County Citizens Advisory Board testified that Ride On fares should keep pace with Metrobus fares.

The Executive's proposals were largely based on the proposals published by WMATA in March for Metrobus. Typically the Council adopts Ride On fares that are the same as for comparable Metrobus service, for two reasons: (1) simplicity, so that transit riders using both Ride On and Metrobus do not have to deal with different fare policies; and (2) equity, since the northeastern portion of the County is served predominately by Metrobus, while the rest of the county is served mostly by Ride On.

Subsequently, the WMATA Board seems to be settling on a somewhat smaller set of increases:

- Increasing the cash fare from \$1.70 to \$1.80, instead of to \$2.00.
- Increasing the senior/disabled cash fare from \$0.85 to \$0.90, instead of to \$1.00.

Therefore, the Ride On fares should be adjusted down comparably. DOT estimates that this would generate about \$67,950 less revenue than what the Executive has assumed in his recommended budget.

Last year the Executive recommended raising the cost of Ride On's monthly unlimited-use pass from \$30 to \$45, but the Council raised it only to \$40. This year the Executive is again recommending raising its cost to \$45. DOT has pointed out that fewer and fewer riders are using the pass, opting for the SmarTrip Card instead, even though there is a much smaller discount associated with the latter. A regular commuter using the monthly pass pays effectively \$1.00/ride (based on 20 round-trips per month), compared to the regular Ride On fare of \$1.70/ride and the SmarTrip fare of \$1.50/ride. Raising the price of the pass to \$45 would raise the regular commuter's cost to about \$1.13/ride, still a marked discount from the regular and SmarTrip fares, especially since they likely will be raised to \$1.80 and \$1.60, respectively. DOT estimates that raising the cost of the monthly pass to \$45 would generate \$107,890 more annually.

Council staff recommendation: Concur with the Executive's initial recommendations, except to increase the regular and senior/disabled cash fares only to \$1.80 and \$0.90 per trip, respectively, reducing revenue by \$67,950.

II. FY13 Operating Budget: Mass Transit Fund

Overview. The Executive's recommendations for the Mass Transit Fund are attached on ©2-8. The Executive recommends total expenditures of \$118,514,453 for the Mass Transit Fund, an \$11,120,623 (10.4%) increase from the FY12 approved budget. Operating budget workyears would decrease by 15.89 Full Time Equivalents (FTEs), to 814.41 FTEs, a net 1.9% reduction in FTEs. However, all of this reduction and more is due to no longer counting lapse and overtime as workyears. The Executive is recommending 11.0 more FTEs (5.5 wys) for additional Ride On service on three routes. Otherwise the personnel complement would be virtually unchanged.

Bus service. The three routes for which the Executive is recommending more service, all of which would start this winter, are:

- *Germantown Transit Center to Dawson Farm, Richter Farm, and the Soccerplex* (see ©9). This would be a new route connecting the Town Center to South Germantown via Father Hurley Boulevard Extended, terminating at the Soccerplex. It would run weekdays and weekends.
- *Extend Routes 38 and 47 to Parc Potomac* (see ©10). Both routes now pass near Parc Potomac along Montrose and Seven Locks Roads; both would be diverted into Parc Potomac. The service would be provided all day and on weekends.
- *Extend service to the new Kaiser-Permanente clinic on Watkins Mill Road* (see ©11). No route currently serves this regional health facility. A nearby route would be diverted to serve it.

The cumulative cost of providing these services for the last 5 months of FY13 would be \$563,400, slightly offset by \$68,480 in additional fare revenue. The net cost, therefore, would be \$494,920; on an annual basis (i.e., starting in FY14), the net cost would be nearly \$1.2 million. The fare recovery for this additional service is only 12.2%, well below the Ride On average of 22.3%.

Council staff recommendation: Approve funding only for the route diversion to Kaiser-Permanente, reducing expenditures by \$500,400, and the personnel complement by 10 FTEs; reduce revenue by \$58,280. The cost of providing service to Kaiser Permanente starting this winter is only \$63,000, annualizing to about \$150,000. The cost coverage for this diversion is only 13.0%, but this diversion could at least be justified as providing access for transit-dependent patients and health-care workers. The Parc Potomac and South Germantown service additions have even poorer cost recoveries: 12.0% and 11.5%, respectively. While they would serve unserved or underserved areas, they would be extremely ineffective and do not serve any extraordinary public purpose that would justify their expense. Carrying these latter two service additions into FY14 would have a net cost to the County of nearly \$1.1 million.

The table on ©12-14 displays—in descending order—the effectiveness of existing Ride On routes on weekdays, Saturdays and Sundays. Most routes meet Ride On’s minimum performance standards: 15 riders per platform hour for peak-period-only routes that are served by full-size Ride On buses; 12 riders per platform hour for peak-period-only routes served by small buses; and 10 riders per platform hour for all-day routes. Those routes that fall consistently or significantly below these minimum standards should be curtailed or eliminated. The buses on the underperforming routes would be better deployed to supplement other routes that are currently oversubscribed.

The following routes should be watched closely over the next several months. If they do not improve during that time frame, they should be curtailed or eliminated next winter, and the buses and drivers should be assigned to other routes where more frequent service is warranted:

- *Route 94.* This is a shuttle between the Kingsview Village Park & Ride Lot and the overflow lot at the Germantown MARC Station. It makes three trips to MARC in the morning peak and eight trips from MARC in the evening peak, all on weekdays. While it is a new service, it barely has a pulse, carrying only 1.6 riders per platform hour. This route is entirely State-funded, however, so unless this route improves dramatically and soon, Ride On should work with MTA to find a better “meet the MARC” service. One possible alternative might be a shuttle from Clarksburg to the Boyds MARC Station.
- *Route 3.* This small route runs only three early morning trips from Takoma Metro Station to Montgomery Hills via Piney Branch Road and Dale Drive, and then returning to the Silver

Spring Metro Station via 16th Street and East-West Highway. In the evening rush hour there are only three bus trips, in the reverse direction. It carries only 6.9 riders per platform hour, far below the standard for peak-period-only service. If this doesn't improve, this route should be discontinued and the resources used to supplement another route in the Silver Spring/Takoma Park area, where ridership is generally very robust.

- **Route 21.** This peak-period-only route runs six trips every 30 minutes on weekday mornings from the Briggs Chaney Park & Ride Lot west to Colesville via Fairland Road, Tamarack, and Cannon Road, and from there south on New Hampshire to White Oak, and south on Colesville Road to Silver Spring. The route runs eight trips in the reverse direction in the evening peak, from Silver Spring to White Oak to Colesville to the Briggs Chaney P&R Lot. It has been in operation for at least six years and carries only 9.2 riders per platform hour, well below the minimum standard of 15 riders per hour. If this doesn't improve, this route should be discontinued and the resources used to supplement another route in Fairland/White Oak.

Bus cost allocation. Several years ago the Council hired an independent consultant to develop a means of comparing Ride On and Metrobus costs so that the Council could follow how they tracked from year to year. Ride On costs have usually been lower than those of Metrobus.

Following the directives from the consultant, DOT calculated the recommended partially allocated cost of Ride On for FY13 to be \$89.56/hour, compared to \$79.26/hour in FY12. This is the rate that should be used in deciding whether it would be more cost effective to add Ride On or Metrobus service. The corresponding partially-allocated rate for Metrobus is \$105.74/hour for FY13, which is unchanged from FY12. Therefore, at the margin, it is still generally more cost-effective for the County to add Ride On service rather than Metrobus service. DOT has provided a more detailed breakdown of Ride On's \$89.56/hour partially allocated and \$104.22/hour fully allocated costs (©15).

Call 'N' Ride coupon book. The Call 'N' Ride Program provides subsidized taxi service for low-income seniors (age 67 or older) and low-income persons with disabilities (age 16 or older). To qualify, the individual must earn \$25,000 per year or less for a household of one to buy up to two \$60 coupon books per month. Over 90% of program participants earn less than \$14,000 annually. Traditionally the subsidy levels have been as follows:

- A person earning less than \$14,000 pays \$5.25 per coupon book.
- A person earning \$14,001 to \$17,000 pays \$10 per coupon book.
- A person earning \$17,001 to \$20,000 pays \$20 per coupon book.
- A person earning \$20,001 to \$25,000 pays \$30 per coupon book.

Due to the general budget stringency, last year the Council approved a higher cost for the second book in FY12, so the cost to customers in FY12 for two books was more than in FY11:

Income Category	Value	FY11 Cost	% Subsidy	FY12 Cost	% Subsidy
Up to \$14,000	\$120.00	\$10.50	91.3%	\$15.25	87.3%
\$14,001-17,000	\$120.00	\$20.00	83.3%	\$25.00	79.2%
\$17,001-20,000	\$120.00	\$40.00	66.7%	\$45.00	63.5%
\$20,001-25,000	\$120.00	\$60.00	50.0%	\$65.00	45.8%

Now that the County's revenues are brightening somewhat, the Executive is recommending reversing last year's decision, setting the cost of the second book equal to that of the first book. This would have the effect of reducing revenue to the Mass Transit Fund by \$160,677.

Council staff recommendation: Concur with the Executive. This program is an important safety-net program for seniors and the disabled with very low incomes. Secondly, it has the effect of buttressing the county's taxi industry, which relies upon Call 'N' Ride customers for an important portion of its business. Note that the public subsidy for all but the lowest income category is less than the subsidy that would be needed for each of the three proposed additions to bus service. The high subsidy is warranted for these very low income seniors and persons with disabilities.

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TABLE 1: TRANSPORTATION FARES, FEES, AND CHARGES**I. Transit Fares**

Regular cash fare or token	[<u>\$1.70</u>] <u>\$2.00</u>
Regular fare paid with SmarTrip	[<u>\$1.50</u>] <u>\$1.60</u>
Route 70 cash fare or token	[<u>\$3.85</u>] <u>\$4.00</u>
Route 70 fare paid with SmarTrip	\$3.65
[Bethesda 8 and] VanGo (Route 28) and Route 94 shuttles	Free
Designated routes in Free-Wheeling Days promotion	Free
Kids Ride Free Program (2-7 pm weekdays)	Free
Give and Ride Program	Free
MetroAccess Certified and/or Conditional Customer with ID	Free
MetroAccess – companion of Certified and/or Conditional customer with ID	Free
Children under age 5	Free
Local bus-to-bus transfer (SmarTrip only)	Free
Metrorail-to-Ride On bus transfer with SmarTrip	[<u>\$1.00</u>] <u>\$1.10</u>
Metrorail-to-Route 70 transfer with SmarTrip	\$3.15
Local bus-to-Route 70 transfer	[<u>\$2.15</u>] <u>\$2.05</u>
Metrobus weekly pass	Free
MARC weekly [and], monthly, and TLC passes transfer to Ride On	Free
MTA Commuter Bus Pass transfer to Ride On	Free
Ride On Monthly Pass	[<u>\$40.00</u>] <u>\$45.00</u>
Boarding Route 70 with weekly or monthly pass	[<u>\$2.15</u>] <u>\$2.05</u>
Youth Cruiser Pass	\$11.00 Per Month
Summer Youth Cruiser pass (for 3-month period of June, July, and August)	\$18.00
‘C’ Pass (for current County employees)	Free
‘U’ Pass (for Montgomery College <u>transportation</u> fee-paying students)	Free
except express bus	Free
Senior* with identification card from 9:30 am-3:00 pm weekdays	Free
Senior* with identification card except from 9:30 am-3:00 pm weekdays	
with cash fare or token	[<u>\$0.85</u>] <u>\$1.00</u>
with SmarTrip card	[<u>\$0.75</u>] <u>\$0.80</u>
Metrorail-to-Ride On bus transfer (SmarTrip only)	[<u>\$0.25</u>] <u>\$0.30</u>
Local bus transfer (SmarTrip only)	Free
Senior* with identification card for Route 70 except from 9:30 am-3:00 pm weekdays	
with cash fare or token	[<u>\$1.90</u>] <u>\$2.00</u>
with SmarTrip card	\$1.80
Metrorail-to-Route 70 with SmarTrip	\$1.30
Local bus-to-Route 70 with SmarTrip	[<u>\$1.05</u>] <u>\$1.00</u>
Boarding with weekly or monthly pass	[<u>\$1.05</u>] <u>\$1.00</u>

* For the purposes of this resolution, a person with disabilities not certified for MetroAccess with no condition service is treated the same as a senior.

Transit Services

MISSION STATEMENT

The mission of the Division of Transit Services is to provide an effective mix of public transportation services in Montgomery County.

BUDGET OVERVIEW

The total recommended FY13 Operating Budget for the Division of Transit Services is \$118,514,453, an increase of \$11,120,623 or 10.4 percent from the FY12 Approved Budget of \$107,393,830. Personnel Costs comprise 54.0 percent of the budget for 804 full-time positions for 814.41 FTEs. Operating Expenses account for the remaining 46.0 percent of the FY13 budget.

The general obligation bond Debt Service for the Mass Transit Fund is appropriated in the Debt Service Fund and is not displayed in this section. To pay for the Debt Service, a transfer of funds from the Mass Transit Fund to the Debt Service Fund of \$5,658,860 is required.

In addition, this department's Capital Improvements Program (CIP) requires Current Revenue funding.

LINKAGE TO COUNTY RESULT AREAS

While this program area supports all eight of the County Result Areas, the following are emphasized:

❖ *An Effective and Efficient Transportation Network*

❖ *Healthy and Sustainable Neighborhoods*

❖ *Vital Living for All of Our Residents*

DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY12 estimates reflect funding based on the FY12 approved budget. The FY13 and FY14 figures are performance targets based on the FY13 recommended budget and funding for comparable service levels in FY14.

ACCOMPLISHMENTS AND INITIATIVES

- ❖ *New Ride On service in Germantown connecting Richter Farm, Dawson Farm and Soccerplex to Germantown Transit Center*
- ❖ *New Ride On service in Gaithersburg – Watkins Mill extended*
- ❖ *New Ride On service in Potomac and PARC Potomac*
- ❖ *Implementation of driver training for improved customer service*
- ❖ *Implementing real time bus arrival information for Ride On*
- ❖ *Received Bikesharing grant for program implementation in Mid and Upcounty in support of alternatives for commuting*
- ❖ *Implemented new software for Ride On Operations that will provide support for aligning work with staffing in day to day transit operations*
- ❖ *Implementing a new debit card system for the Call N Ride Program to streamline usage for our residents and management of the program.*

(2)

PROGRAM CONTACTS

Contact Darlene Flynn of the Division of Transit Services at 240.777.5807 or Brady Goldsmith of the Office of Management and Budget at 240.777.2793 for more information regarding this department's operating budget.

PROGRAM DESCRIPTIONS

Medicaid and Senior Programs

Special Transportation Programs provide: transportation to and from Medicaid appointments for those eligible; a user-side subsidy program (Call N Ride) that provides travel options for low-income elderly and disabled; and information on all public transportation programs available to seniors and persons with disabilities.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	8,086,190	7.90
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	168,005	-0.05
FY13 CE Recommended	8,254,195	7.85

Ride On

Fixed-route bus service is provided by the Ride On system throughout the County. Ride On operates primarily in neighborhoods and provides a collector and distributor service to the major transfer points and transit centers in the County. Ride On supplements and coordinates with Metrobus and Metrorail service provided by the Washington Metropolitan Area Transit Authority. The Ride On transit program operates and manages more than 76 routes; maintains a strategic plan for replacement of the bus fleet; trains new bus operators and provides continuing safety instruction for existing operators; coordinates activities with the Advanced Transportation Management Center; and operates Ride On's centralized radio system.

Program Performance Measures	Actual FY10	Actual FY11	Estimated FY12	Target FY13	Target FY14
Number of Reported Collisions Between Ride On Buses and a Person or Object, per 100,000 miles driven	4.06	4.20	4.20	4.20	4.20
Scheduled Ride On Roundtrip Circuits Missed, in Whole or in Part, per 1,000 Roundtrip Circuits ¹	7.80	10.28	8.30	6.30	4.80
Passengers Transported Per Capita (Ratio of the Number of Passengers Boarding a Ride On bus Within the Fiscal Year and the County Population) ²	29.97	27.50	28.05	28.02	28.72
Percent of Ride On Customers Who Report a Satisfactory Customer Service Experience ³					
Passengers Per Hour of Service ⁴	25.20	24.83	25.47	25.37	25.88
Hours of Service ⁵	1,100,658	1,076,192	1,075,264	1,083,876	1,094,393
Reported Ride On Complaints Per 100,000 Bus Riders ⁶	15.40	26.90	26.90	22.90	17.30
Passengers Transported (millions) ⁷	27.90	26.70	26.90	27.40	27.80

¹ Ride On will be fully staffed in operator positions for service operation.

² Adjust 2011 population assuming 5% growth each year--FY11 population 971,600, FY12 population 976,458, FY13 population 981,340 and FY14 population 986,247.

³ New measure; data to be collected in the future.

⁴ Service Hours are defined as platform hours--these are hours that the bus is providing service including non-revenue trips

⁵ FY13-Annualized route 94 (1,100) also includes new FY13 service

FY14-Annualized FY13 service

⁶ FY12 and FY13 push to hire new operators in conjunction w/customer service training

⁷ FY10 & FY11 Actual--assume 1% growth FY12 based on trends and MARC shuttle--assume 1.5% growth FY13 & FY14

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	86,201,600	758.60
Increase Cost: Decrease Transit Depot Operator Lapse	1,145,000	0.00
Add: New Ride On Service in Germantown connecting Richter Farm, Dawson Farm and Soccerplex to Germantown Transit Center	357,810	7.00
Add: New Ride On Service in Potomac and PARC Potomac	142,590	3.00
Increase Cost: Customer Service Re-Training Bus Operations	118,302	0.00
Add: New Ride On Service in Gaithersburg - Watkins Mill extended	63,000	1.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	8,416,035	-23.07
FY13 CE Recommended	96,444,337	746.53

Commuter Services

The Commuter Services program centralizes commuter services efforts and promotes transportation alternatives to the single occupant vehicle in Silver Spring, Bethesda, Wheaton, North Bethesda, Greater Shady Grove, Friendship Heights, and other areas of the County. The program provides efficient and coordinated administrative support for services to employers and employees or residents. The Silver Spring Transportation System Management District, the North Bethesda Transportation Management District (TMD), the Friendship Heights TMD, the Bethesda TMD, and the Shady Grove TMD were created by County law. In Wheaton, efforts are focused on transportation policy planning.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	2,758,790	12.80
Add: County Match for Bikesharing Job Access Reverse Commute (JARC) Grant	137,470	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	228,080	3.80
FY13 CE Recommended	3,124,340	16.60

Taxi Regulation

The Taxi Regulation program is responsible for issuance, enforcement, renewal, and management of passenger vehicle licenses and taxicab driver IDs. This program administers the taxicab regulation, licensing, and permit activities of chapter 53 of the Montgomery County Code.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	718,700	7.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	48,111	0.00
FY13 CE Recommended	766,811	7.00

Customer Service

The Customer Service program manages the distribution of transit timetables and responses to citizen inquiries. The program conducts marketing and promotional activities to reach potential riders.

The Customer Service program also provides community outreach to civic and community groups and residential sites. This community outreach effort strives to inform citizens of programs and services for fixed routes and persons with disabilities.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	1,191,310	7.20
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	-146,200	-1.20
FY13 CE Recommended	1,045,110	6.00

Transit Parking Facility Maintenance

The Transit Parking Facility Maintenance program funds the operation and maintenance of the Park & Ride and Commuter Rail Parking Lots as well as Transit Centers. The Division of Parking Management Operations section provides and manages the maintenance services.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	281,640	2.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	27,180	-0.68
FY13 CE Recommended	308,820	1.32

Transit Operations Planning

The Transit Operations Planning program provides comprehensive, coordinated, and integrated services to assure the County's transit needs are met. To accomplish this objective, the program plans and schedules Ride On service; evaluates and develops Ride

On routes; and coordinates bus service with the Washington Metropolitan Area Transit Authority.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	2,026,120	18.10
Increase Cost: 450 Mhz Radio Replacement - FCC rebanding	118,140	0.00
Add: Software Maintenance for Trapeze	67,320	0.00
Increase Cost: Maintenance for Trapeze Interface Software	12,700	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	154,760	-0.40
FY13 CE Recommended	2,379,040	17.70

Passenger Facilities

The Passenger Facilities program provides for the safe, comfortable, clean, and accessible entry for transit customers into the transit system. The program is responsible for supervising the construction and maintenance of bus shelters and the collection of the County's share of revenues generated through advertising sales, as provided under a 15-year franchise agreement. It is also responsible for the purchase, installation, maintenance and replacement of all equipment, including but not limited to bus benches, trash receptacles, transit information display units, bus stop passenger alert lights (beacons), and other passenger amenities. The program installs and maintains all system signage, including poles and bus stop flags.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	1,018,050	3.50
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	29,930	0.50
FY13 CE Recommended	1,047,980	4.00

Fixed Costs

The Fixed Costs program contains certain cost items that involve long-term funding commitments independent of the annual scope of program costs. Fixed costs included in this category are utility payments and insurance. Casualty insurance for Ride On is provided through the Division of Risk Management. The costs are required or "fixed" based on the existence of the programs, but the actual amount is based on anticipated rates and the proposed size and scope of the related unit or program.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	2,806,430	0.70
Decrease Cost: Electricity Rate Savings	-23,400	0.00
Decrease Cost: Master Lease Payments	-190,500	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	89,300	-0.03
FY13 CE Recommended	2,681,830	0.67

Administration

The Administration program provides general management, planning, supervision, and support for the Division. It performs financial management tasks, administers contracts, manages grants, provides personnel management functions, and provides Montgomery County's financial support to the Washington Suburban Transit Commission.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	2,305,000	12.50
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. Other large variances are related to the transition from the previous mainframe budgeting system to Hyperion.	156,990	-5.76
FY13 CE Recommended	2,461,990	6.74

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BUDGET SUMMARY

	Actual FY11	Budget FY12	Estimated FY12	Recommended FY13	% Chg Bud/Rec
MASS TRANSIT					
EXPENDITURES					
Salaries and Wages	45,116,137	43,036,600	44,507,716	45,630,467	6.0%
Employee Benefits	15,186,521	13,764,840	14,929,778	16,602,546	20.6%
Mass Transit Personnel Costs	60,302,658	56,801,440	59,437,494	62,233,013	9.6%
Operating Expenses	45,463,794	45,948,560	48,916,500	51,593,266	12.3%
Debt Service Other	1,661,304	0	0	0	—
Capital Outlay	0	0	0	0	—
Mass Transit Expenditures	107,427,756	102,750,000	108,353,994	113,826,279	10.8%
PERSONNEL					
Full-Time	779	778	778	789	1.4%
Part-Time	7	7	7	0	—
FTEs	780.10	807.80	807.80	799.25	-1.1%
REVENUES					
Bus Advertising	775,659	520,000	677,000	520,000	—
Insurance Recoveries	352,271	0	0	0	—
Investment Income	3,923	0	0	0	—
Miscellaneous Revenues	164,670	0	0	0	—
Motor Pool Charges/Fees	1,298,562	0	0	0	—
Parking Fees	560,654	1,218,340	1,121,590	1,218,340	—
Parking Fines	661,166	300,000	300,000	300,000	—
Property Tax	65,220,117	65,392,360	64,543,370	77,618,016	18.7%
Ride On Fare Revenue	19,273,994	17,697,886	20,479,990	21,496,790	21.5%
State Aid: Call N' Ride	379,107	379,110	379,110	379,110	—
State Aid: Damascus Fixed Route	236,723	309,950	309,950	309,950	—
State Aid: Ride On	22,117,145	22,126,470	22,125,060	22,126,470	—
Taxi Licensing Fees	798,678	531,000	531,000	531,000	—
Other Charges/Fees	1,127,696	1,228,844	1,222,490	1,068,170	-13.1%
Other Fines/Forfeitures	20,160	0	0	0	—
Mass Transit Revenues	112,990,525	109,703,960	111,689,560	125,567,846	14.5%
GRANT FUND MCG					
EXPENDITURES					
Salaries and Wages	1,183,614	1,271,470	1,271,470	1,267,515	-0.3%
Employee Benefits	459,046	396,970	396,970	473,090	19.2%
Grant Fund MCG Personnel Costs	1,642,660	1,668,440	1,668,440	1,740,605	4.3%
Operating Expenses	3,529,673	2,975,390	2,975,390	2,947,569	-0.9%
Capital Outlay	0	0	0	0	—
Grant Fund MCG Expenditures	5,172,333	4,643,830	4,643,830	4,688,174	1.0%
PERSONNEL					
Full-Time	15	15	15	15	—
Part-Time	0	0	0	0	—
FTEs	22.50	22.50	22.50	15.16	-32.6%
REVENUES					
Federal Grants	2,792,046	1,763,360	1,763,360	1,785,532	1.3%
State Grants	1,880,287	2,880,470	2,880,470	2,902,642	0.8%
Other Intergovernmental	500,000	0	0	0	—
Grant Fund MCG Revenues	5,172,333	4,643,830	4,643,830	4,688,174	1.0%
DEPARTMENT TOTALS					
Total Expenditures	112,600,089	107,393,830	112,997,824	118,514,453	10.4%
Total Full-Time Positions	794	793	793	804	1.4%
Total Part-Time Positions	7	7	7	0	—
Total FTEs	802.60	830.30	830.30	814.41	-1.9%
Total Revenues	118,162,858	114,347,790	116,333,390	130,256,020	13.9%

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FY13 RECOMMENDED CHANGES

	Expenditures	FTEs
MASS TRANSIT		
FY12 ORIGINAL APPROPRIATION	102,750,000	807.80
<u>Changes (with service impacts)</u>		
Add: New Ride On Service in Germantown connecting Richter Farm, Dawson Farm and Soccerplex to Germantown Transit Center [Ride On]	357,810	7.00
Add: New Ride On Service in Potomac and PARC Potomac [Ride On]	142,590	3.00
Add: County Match for Bikesharing Job Access Reverse Commute (JARC) Grant [Commuter Services]	137,470	0.00
Add: Software Maintenance for Trapeze [Transit Operations Planning]	67,320	0.00
Add: New Ride On Service in Gaithersburg - Watkins Mill extended [Ride On]	63,000	1.00
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Motor Pool Rate Adjustment	5,061,860	0.00
Increase Cost: Lump Sum Wage Adjustment	1,603,329	0.00
Increase Cost: Group Insurance Adjustment	1,354,527	0.00
Increase Cost: Decrease Transit Depot Operator Lapse [Ride On]	1,145,000	0.00
Increase Cost: Retirement Adjustment	1,013,603	0.00
Increase Cost: Risk Management Adjustment	325,400	0.00
Increase Cost: Customer Service Re-Training Bus Operations [Ride On]	118,302	0.00
Increase Cost: 450 Mhz Radio Replacement - FCC rebanding [Transit Operations Planning]	118,140	0.00
Increase Cost: Longevity Adjustment	91,230	0.00
Increase Cost: Maintenance for Trapeze Interface Software [Transit Operations Planning]	12,700	0.00
Technical Adj: Conversion of WYs to FTEs in the New Hyperion Budgeting System; FTEs are No Longer Measured for Overtime and Lapse	0	-19.49
Technical Adj: Reallocation from Grant Fund	0	0.61
Decrease Cost: Printing and Mail Adjustment	-18,030	0.00
Decrease Cost: Electricity Rate Savings [Fixed Costs]	-23,400	0.00
Decrease Cost: Master Lease Payments [Fixed Costs]	-190,500	0.00
Shift: Remove Occupational Medical Services Chargeback from OHR	-304,072	-0.67
FY13 RECOMMENDED:	113,826,279	799.25
GRANT FUND MCG		
FY12 ORIGINAL APPROPRIATION	4,643,830	22.50
<u>Changes (with service impacts)</u>		
Add: Technical Adjustment	44,344	-7.34
FY13 RECOMMENDED:	4,688,174	15.16

PROGRAM SUMMARY

Program Name	FY12 Approved		FY13 Recommended	
	Expenditures	FTEs	Expenditures	FTEs
Medicaid and Senior Programs	8,086,190	7.90	8,254,195	7.85
Ride On	86,201,600	758.60	96,444,337	746.53
Commuter Services	2,758,790	12.80	3,124,340	16.60
Taxi Regulation	718,700	7.00	766,811	7.00
Customer Service	1,191,310	7.20	1,045,110	6.00
Transit Parking Facility Maintenance	281,640	2.00	308,820	1.32
Transit Operations Planning	2,026,120	18.10	2,379,040	17.70
Passenger Facilities	1,018,050	3.50	1,047,980	4.00
Fixed Costs	2,806,430	0.70	2,681,830	0.67
Administration	2,305,000	12.50	2,461,990	6.74
Total	107,393,830	830.30	118,514,453	814.41

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CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY12		FY13	
		Total\$	FTEs	Total\$	FTEs
MASS TRANSIT					
CIP	CIP	264,540	0.00	264,540	0.00
Health and Human Services	County General Fund	494,230	0.00	567,694	0.00
Total		758,770	0.00	832,234	0.00

FUTURE FISCAL IMPACTS

Title	CE REC.		(5000's)			
	FY13	FY14	FY15	FY16	FY17	FY18
This table is intended to present significant future fiscal impacts of the department's programs.						
MASS TRANSIT						
Expenditures						
FY13 Recommended	113,826	113,826	113,826	113,826	113,826	113,826
No inflation or compensation change is included in outyear projections.						
Annualization of Positions Recommended in FY13	0	581	581	581	581	581
New positions in the FY13 budget are generally lapsed due to the time it takes a position to be created and filled. Therefore, the amounts above reflect full year costs of these positions in the outyears.						
Elimination of One-Time Items Recommended in FY13	0	-118	-118	-118	-118	-118
Items approved for one-time funding in FY13, including radio replacements, will be eliminated from the base in the outyears.						
Elimination of One-Time Lump Sum Wage Adjustment	0	-1,603	-1,603	-1,603	-1,603	-1,603
This represents the elimination of the one-time lump sum wage increases paid in FY13.						
Annualization of Operating Expenses for New Service in FY13	0	208	208	208	208	208
Equipment Maintenance and Operations Center (EMOC)	0	1,992	1,992	1,992	1,992	1,992
These figures represent the impacts on the Operating Budget of projects included in the FY13-18 Recommended Capital Improvements Program.						
Longevity Adjustment	0	6	6	6	6	6
This represents the annualization of longevity wage increments paid during FY13.						
Montgomery Mall Transit Center	0	0	29	29	29	29
These figures represent the impacts on the Operating Budget of projects included in the FY13-18 Recommended Capital Improvements Program.						
Subtotal Expenditures	113,826	114,892	114,921	114,921	114,921	114,921

ANNUALIZATION OF PERSONNEL COSTS AND FTES

	FY13 Recommended		FY14 Annualized	
	Expenditures	FTEs	Expenditures	FTEs
Add: New Ride On Service in Gaithersburg – Watkins Mill extended [Ride On]	27,090	1.00	92,110	1.00
Add: New Ride On Service in Germantown connecting Richter Farm, Dawson Farm and Soccerplex to Germantown Transit Center [Ride On]	153,860	7.00	523,120	7.00
Add: New Ride On Service in Potomac and PARC Potomac [Ride On]	61,320	3.00	208,480	3.00
Total	242,270	11.00	823,710	11.00

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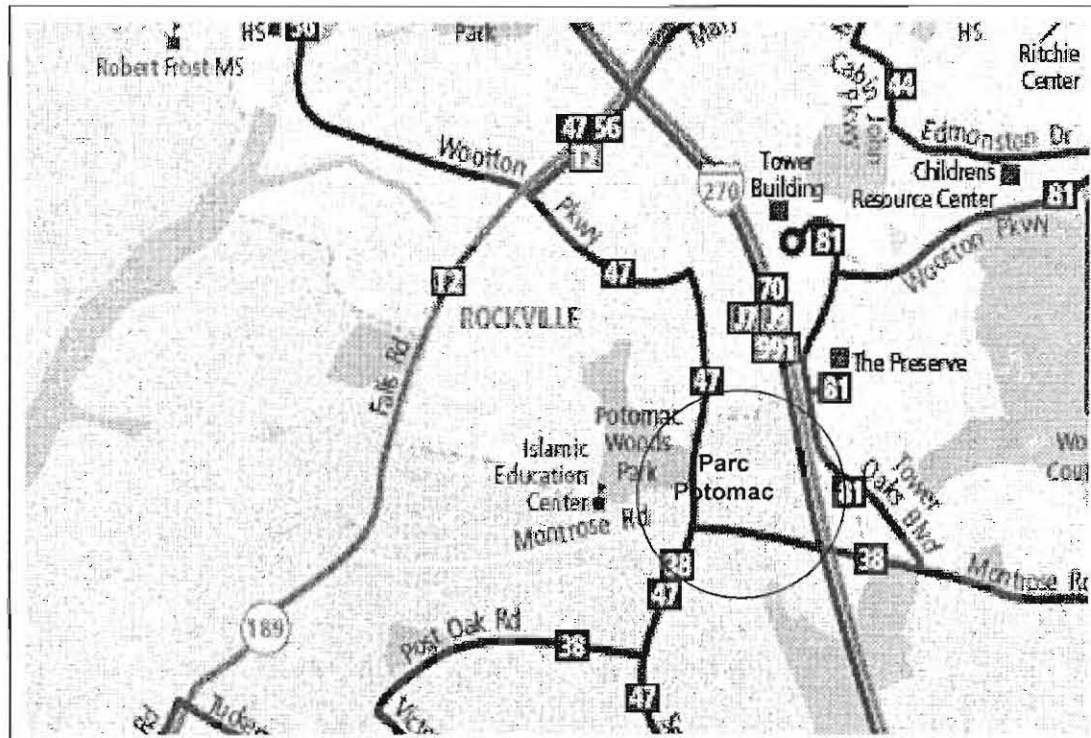
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- New Service Area
- South Germantown, Father Hurley Extension, Soccerplex
- Weekday & Weekend Service

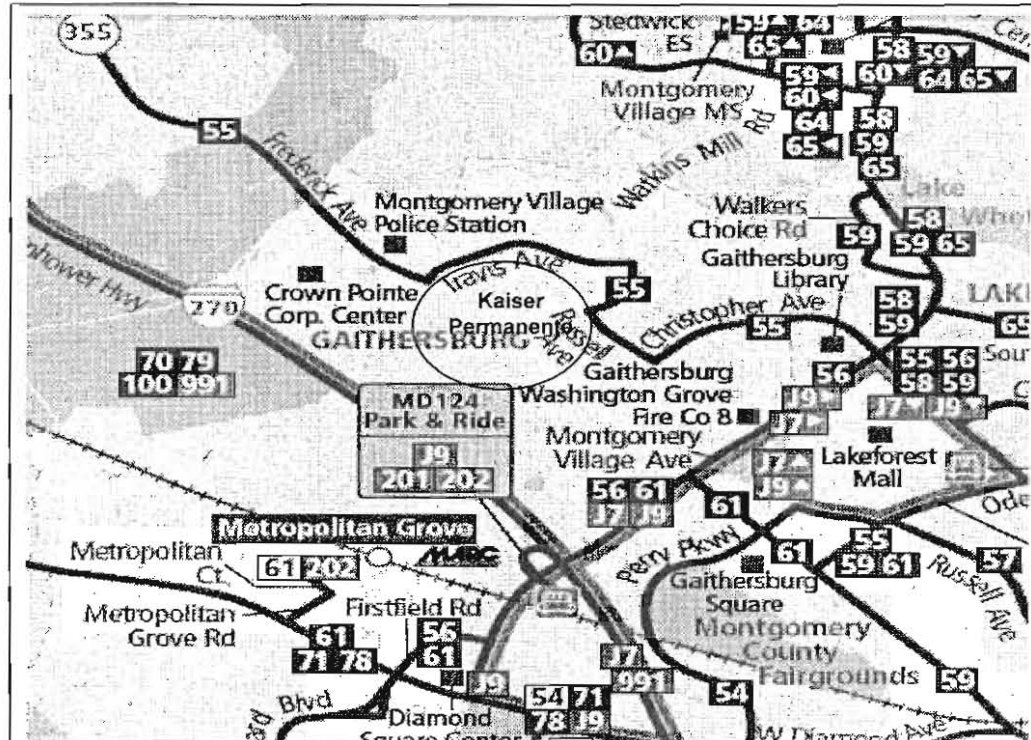
PARK POTOMAC

(Routes 38 & 47)



- Employment Growth / Mixed Development
- New diversion route
- Extend Routes 38 & 47 to serve new development
- Includes all day service and weekends

Kaiser Permanente (Watkins Mill Rd)



- Employment growth
- New diversion route
- Extend existing service to Watkins Mill Rd (Kaiser Permanente)

ATTACHMENT C

Route	Ser	Route Description	Annual Riders	Annual Platform Miles	Annual Platform Hours	Riders Per Platform Hour
55	Wkdy	GTC-Milestone-MC,G-Lakeforest-Shady Grove-MC,R-Rockville	2,106,555	620,244	46,436	45.4
1	Wkdy	Silver Spring-Leland St.-Friendship Heights	530,400	144,289	12,419	42.7
15	Wkdy	Langley Park-Wayne Ave.-Silver Spring	912,135	185,395	21,930	41.6
15	Sat	Langley Park-Wayne Ave.-Silver Spring	142,782	28,617	3,466	41.2
2	Sat	Lyttonsville-Silver Spring	42,029	7,775	1,060	39.7
15	Sun	Langley Park-Wayne Ave.-Silver Spring	112,632	23,819	2,861	39.4
2	Sun	Lyttonsville-Silver Spring	37,848	7,336	998	37.9
61	Sat	GTC-Lakeforest-Shady Grove	118,667	43,077	3,132	37.9
59	Wkdy	Montgomery Village-Lakeforest-Shady Grove-Rockville	1,006,485	349,189	27,948	36.0
48	Sun	Wheaton-Bauer Dr.-Rockville	66,576	27,993	1,864	35.7
61	Wkdy	GTC-Lakeforest-Shady Grove	760,665	297,389	21,318	35.7
55	Sun	GTC-Milestone-Lakeforest-Shady Grove	169,632	65,093	4,822	35.2
48	Wkdy	Wheaton-Bauer Dr.-Rockville	619,905	214,503	17,774	34.9
20	Sun	Hillandale-Northwest Park-Silver Spring	116,508	32,773	3,363	34.6
20	Sat	Hillandale-Northwest Park-Silver Spring	132,341	36,998	3,827	34.6
49	Wkdy	Glenmont-Layhill-Rockville	561,255	221,279	16,728	33.6
55	Sat	GTC-Milestone-Lakeforest-Shady Grove-Rockville	271,625	109,329	8,130	33.4
46	Wkdy	Shady Grove-Montgomery College-Rockville Pike-Medical Center	1,058,760	328,093	31,875	33.2
1	Sat	Silver Spring-Leland St.-Friendship Heights	61,321	20,673	1,866	32.9
1	Sun	Silver Spring - Friendship Heights	57,570	21,043	1,767	32.6
61	Sun	GTC-Lakeforest-Shady Grove	91,200	42,407	2,861	31.9
20	Wkdy	Hillandale-Northwest Park-Silver Spring	836,145	265,753	26,240	31.9
58	Wkdy	Lakeforest-Montgomery Village-East Village-Shady Grove	413,355	197,875	13,107	31.5
48	Sat	Wheaton-Bauer Dr.-Rockville	95,824	37,775	3,042	31.5
57	Sat	Lakeforest-Washington Grove-Shady Grove	87,079	39,483	2,788	31.2
100	Sat	GTC-Shady Grove	43,778	32,719	1,410	31.1
2	Wkdy	Lyttonsville-Silver Spring	232,560	57,026	7,548	30.8
11	Wkdy	Silver Spring-East/West Hwy-Friendship Heights	201,705	72,030	6,579	30.7
49	Sat	Glenmont-Layhill-Rockville	59,572	29,628	1,950	30.5
57	Wkdy	Lakeforest-Washington Grove-Shady Grove	520,710	214,488	17,136	30.4
16	Wkdy	Takoma-Langley Park-Silver Spring	926,925	279,388	31,059	29.8
59	Sat	Montgomery Village-Lakeforest-Shady Grove-Rockville	128,578	52,755	4,394	29.3
58	Sat	Lakeforest-Montgomery Village-East Village-Shady Grove	55,438	29,881	1,908	29.1
12	Wkdy	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	459,255	136,866	15,938	28.8
17	Wkdy	Langley Park-Maple Ave.-Silver Spring	359,040	106,840	12,546	28.6
16	Sat	Takoma-Langley Park-Silver Spring	163,505	52,919	5,719	28.6
12	Sat	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	62,381	20,018	2,189	28.5
59	Sun	Montgomery Village-Lakeforest-Shady Grove-Rockville	123,918	57,326	4,395	28.2
54	Wkdy	Lakeforest-Washingtonian Blvd-Rockville	526,575	216,263	18,870	27.9
100	Wkdy	GTC-Shady Grove	582,165	510,446	21,446	27.1
24	Wkdy	Hillandale-Northwest Park-Takoma	70,380	25,926	2,601	27.1
16	Sun	Takoma-Langley Park-Silver Spring	151,905	50,938	5,654	26.9
10	Wkdy	Twinbrook-Glenmont-White Oak-Hillandale	571,965	283,121	21,446	26.7
54	Sat	Lakeforest-Washingtonian Boulevard-Rockville	74,730	35,671	2,804	26.7
57	Sun	Lakeforest-Washington Grove-Shady Grove	67,146	33,358	2,542	26.4
34	Wkdy	Aspen Hill-Wheaton-Bethesda-Friendship Heights	683,910	268,311	25,908	26.4
60	Wkdy	Montgomery Village-Flower Hill-Shady Grove	92,820	48,812	3,519	26.4
65	Wkdy	Montgomery Village-Shady Grove	53,550	24,995	2,040	26.3
64	Wkdy	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	322,830	194,942	12,419	26.0
9	Wkdy	Wheaton-Four Corners-Silver Spring	334,560	143,565	13,082	25.6
26	Wkdy	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	808,095	396,887	32,028	25.2
12	Sun	Takoma-Flower Avenue-Wayne Avenue-Silver Spring	56,601	21,164	2,246	25.2
34	Sat	Wheaton-Bethesda-Friendship Heights	84,429	32,493	3,424	24.7
56	Wkdy	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	556,155	318,105	22,772	24.4

ATTACHMENT C

Route	Ser	Route Description	Annual Riders	Annual Platform Miles	Annual Platform Hours	Riders Per Platform Hour
17	Sat	Langley Park-Maple Ave.-Silver Spring	45,262	16,209	1,855	24.4
97	Wkdy	GTC, Germantown MARC, Waring Station, GTC	182,070	99,649	7,472	24.4
58	Sun	Lakeforest-Montgomery Village-East Village-Shady Grove	40,812	28,625	1,687	24.2
47	Wkdy	Rockville-Montgomery Mall-Bethesda	404,940	226,430	16,856	24.0
26	Sat	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	112,148	63,215	4,701	23.9
5	Wkdy	Twinbrook-Kensington-Silver Spring	548,505	259,603	23,205	23.6
9	Sun	Wheaton-Four Corners-Silver Spring	31,236	18,135	1,322	23.6
54	Sun	Lakeforest-Washingtonian Boulevard-Rockville	58,539	31,155	2,491	23.5
78	Wkdy	Kingsview-Richter Farm-Shady Grove	90,780	78,497	3,927	23.1
10	Sun	Twinbrook-Glenmont-White Oak-Hillandale	76,095	49,880	3,374	22.6
46	Sat	Shady Grove-Montgomery College-Rockville Pike-Medical Center	111,724	49,428	4,998	22.4
14	Wkdy	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	206,550	99,453	9,359	22.1
13	Wkdy	Takoma-Manchester Rd.-Three Oaks Dr.-Silver Spring	78,540	31,839	3,596	21.8
10	Sat	Twinbrook-Glenmont-White Oak-Hillandale	84,535	52,972	3,885	21.8
49	Sun	Glenmont-Lay hill-Rockville	40,413	28,074	1,864	21.7
41	Wkdy	Aspen Hill-Weller Rd.-Glenmont	171,870	83,913	7,956	21.6
23	Wkdy	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	185,640	124,035	8,645	21.5
74	Wkdy	GTC-Great Seneca Hwy.-Shady Grove	246,075	239,491	11,475	21.4
56	Sat	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	75,207	47,016	3,525	21.3
97	Sat	GTC, Gunner's Lake, GTC	21,783	13,128	1,034	21.1
25	Wkdy	Langley Park-Washington Adventist Hosp-Maple Ave-Takoma	132,600	54,346	6,350	20.9
71	Wkdy	Kingsview-Dawson Farm-Shady Grove	77,010	74,121	3,723	20.7
34	Sun	Wheaton-Bethesda-Friendship Heights	67,431	37,980	3,306	20.4
28	Wkdy	Silver Spring Downtown (VanGo)	197,370	81,799	9,690	20.4
17	Sun	Langley Park-Maple Ave.-Silver Spring	37,392	15,365	1,853	20.2
19	Wkdy	Northwood-Four Corners-Silver Spring	51,255	30,460	2,550	20.1
22	Sat	New Hampshire Ave, Colesville Rd, Silver Spring Station	23,214	17,946	1,177	19.7
46	Sun	Shady Grove-Montgomery College-Rockville Pike-Medical Center	103,170	60,451	5,335	19.3
56	Sun	Lakeforest-Quince Orchard-Shady Grove Hospital-Rockville	63,156	47,616	3,300	19.1
9	Sat	Wheaton-Four Corners-Silver Spring	31,535	20,090	1,659	19.0
45	Wkdy	Fallsgrove-Rockville Senior Center-Rockville-Twinbrook	265,455	197,610	14,204	18.7
47	Sat	Rockville-Montgomery Mall-Bethesda	50,827	38,527	2,724	18.7
64	Sat	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	41,393	31,840	2,247	18.4
97	Sun	GTC, Gunner's Lake, GTC	20,463	15,007	1,117	18.3
67	Wkdy	Traville TC-North Potomac-Shady Grove	35,700	34,976	1,964	18.2
26	Sun	Glenmont-Aspen Hill-Twinbrook-Montgomery Mall	96,843	69,200	5,415	17.9
43	Wkdy	Traville TC-Shady Grove-Hospital-Shady Grove	193,800	131,725	10,838	17.9
5	Sat	Twinbrook-Kensington-Silver Spring	53,265	37,660	3,021	17.6
76	Wkdy	Poolesville-Kentlands-Shady Grove	188,700	231,071	10,710	17.6
38	Wkdy	Wheaton-White Flint-Montgomery Mall	358,530	259,684	20,400	17.6
100	Sun	GTC-Shady Grove	31,179	34,462	1,784	17.5
96	Wkdy	Montgomery Mall-Rock Spring-Grosvenor	151,470	107,164	9,002	16.8
51	Wkdy	Norbeck P&R-Hewitt Ave.-Glenmont	67,830	69,712	4,055	16.7
66	Wkdy	Shady Grove-Piccard Drive-Shady Grove Hospital-Traville TC	29,580	21,471	1,785	16.6
64	Sun	Montgomery Village-Quail Valley-Emory Grove-Shady Grove	39,615	33,802	2,400	16.5
L8	Sat	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	50,403	39,906	3,069	16.4
30	Wkdy	Medical Center-Pooks Hill-Bethesda	183,600	121,240	11,424	16.1
47	Sun	Rockville-Montgomery Mall-Bethesda	39,786	36,568	2,514	15.8
63	Wkdy	Shady Grove-Gaither Road-Piccard Dr.-Rockville	134,385	81,932	8,670	15.5
75	Wkdy	Clarksburg-Correctional Facility-Milestone-GTC	116,280	160,002	7,752	15.0
38	Sat	Wheaton-White Flint-Montgomery Mall	48,760	40,403	3,254	15.0
8	Wkdy	Wheaton-Forest Glen-Silver Spring	180,540	135,683	12,138	14.9
5	Sun	Twinbrook-Kensington-Silver Spring	49,134	41,364	3,306	14.9
29	Wkdy	Bethesda-Glen Echo-Friendship Heights	185,130	157,840	12,492	14.8
90	Wkdy	Damascus-Woodfield Rd- Airpark Shady Grove	228,225	314,869	15,708	14.5
22	Wkdy	Hillandale-White Oak-FDA-Silver Spring	100,725	87,210	6,987	14.4

ATTACHMENT C

Route	Ser	Route Description	Annual Riders	Annual Platform Miles	Annual Platform Hours	Riders Per Platform Hour
44	Wkdy	Twinbrook-Hungerford-Rockville	37,485	30,034	2,601	14.4
32	Wkdy	Naval Ship R&D-Cabin John-Bethesda	58,650	62,651	4,182	14.0
41	Sat	Aspen Hill-Weller Rd.-Glenmont	27,348	16,527	1,950	14.0
39	Wkdy	Briggs Chaney-Glenmont	56,610	65,877	4,182	13.5
33	Wkdy	Glenmont-Kensington-Medical Center	86,700	66,519	6,452	13.4
18	Wkdy	Langley Park-Takoma-Silver Spring	164,730	97,581	12,342	13.3
70	Wkdy	Milestone-Medical Center-Bethesda Express	183,345	344,648	13,949	13.1
4	Wkdy	Kensington-Walter Reed-Silver Spring	63,240	53,234	4,998	12.7
37	Wkdy	Potomac-Tuckerman La.-Grosvenor-Wheaton	71,400	86,251	5,789	12.3
38	Sun	Wheaton-White Flint-Montgomery Mall	42,807	39,824	3,471	12.3
41	Sun	Aspen Hill-Weller Rd.-Glenmont	14,877	9,310	1,214	12.3
14	Sat	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	13,939	13,538	1,140	12.2
23	Sat	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	20,458	22,402	1,685	12.1
81	Wkdy	Rockville-Tower Oaks-White Flint	56,610	54,784	4,692	12.1
36	Wkdy	Potomac-Bradley Blvd.-Bethesda	102,000	117,820	8,517	12.0
29	Sun	Glen Echo-Friendship Heights	11,286	18,881	969	11.6
8	Sat	Wheaton-Forest Glen-Silver Spring	24,963	21,928	2,147	11.6
83	Wkdy	Germantown MARC-GTC-Waters Landing-Milestone	147,135	198,474	13,362	11.0
L8	Sun	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	31,065	37,989	2,827	11.0
93	Wkdy	Twinbrook-HHS-Twinbrook	11,730	5,268	1,071	11.0
43	Sat	Traville TC-Shady Grove-Hospital-Shady Grove	13,621	17,042	1,272	10.7
79	Wkdy	Clarksburg-Skylark-Scenery-Shady Grove	49,470	95,957	4,743	10.4
7	Wkdy	Forest Glen-Wheaton	15,810	13,089	1,530	10.3
98	Sat	GTC, Wisteria Dr, GTC	10,282	16,523	1,002	10.3
T2	Sat	Friendship Hts, River Rd, Falls Rd, Rockville W.	29,786	42,631	2,957	10.1
83	Sat	GTC-Waters Landing-Milestone	19,239	28,300	1,913	10.1
98	Wkdy	GTC, Wisteria Dr, GTC	62,220	101,694	6,299	9.9
18	Sat	Langley Park-Takoma-Silver Spring	20,670	15,284	2,120	9.8
6	Wkdy	Grosvenor-Parkside-Montgomery Mall Loop	71,910	78,349	7,395	9.7
45	Sat	Fallsgrove-Rockville-Twinbrook	22,525	30,145	2,374	9.5
31	Wkdy	Glenmont-Kemp Mill Rd.-Wheaton	29,580	37,256	3,162	9.4
53	Wkdy	Shady Grove-MGH-Olney-Glenmont	74,205	155,303	8,007	9.3
52	Wkdy	MGH-Olney-Rockville	35,190	62,909	3,800	9.3
21	Wkdy	Briggs Chaney-Tamarack-Dumont Oaks-Silver Spring	52,785	104,109	5,738	9.2
T2	Sun	Friendship Hts, River Rd, Falls Rd, Rockville W.	26,619	46,430	2,936	9.1
29	Sat	Bethesda-Glen Echo-Friendship Heights	9,116	22,312	1,097	8.3
18	Sun	Langley Park-Takoma	12,654	10,413	1,579	8.0
83	Sun	GTC-Waters Landing-Milestone	16,587	32,925	2,200	7.5
3	Wkdy	Takoma-Dale Dr.-Silver Spring	9,180	14,882	1,326	6.9
94	Wkdy	Germantown MARC-parking overflow shuttle-Kingsview P&R	2,805	23,779	1,709	1.6

Garage- S Silver Spring, G-Gaithersburg, N-Nicholson Ct

27,133,582 14,039,797 1,089,029 24.9

Avg Daily Ridership Mar 11-Feb 12-Platform Hours are January 2012

Trapeze data used for first time Sept 2010 (certain meal breaks accounted for within route statistics-previously accounted for in Pay time-only)

FY13 CE Recommended Budget **Operating Cost of Ride On Bus Service**

<u>Cost Element</u>	Cost/Hour FY13 Dollars		
	<u>Cost</u>	<u>Cumulative</u>	
Bus Operators	\$43.57	\$43.57	Rate for any new service added
Motor Pool	\$35.09	\$78.66	
Coordinators	\$3.18	\$81.84	
Other Operating Labor	\$4.21	\$86.05	
Schedule/Communications	\$3.51	\$89.56	WMATA Non- Regional Rate \$105.74 (fy12)
Customer Service/Safety	\$1.88	\$91.44	
Other Non-labor Oper/Mgmt Svcs/ General Administration/Other	\$5.29	\$96.73	
Indirect	\$7.49	\$104.22	
Fully Allocated Cost	<u>\$104.22</u>		

T&E COMMITTEE #3
April 30, 2012
Addendum

MEMORANDUM

April 26, 2012

TO: Transportation, Infrastructure, Energy & Environment Committee
FROM: ^{GO} Glenn Orlin, Deputy Council Staff Director
SUBJECT: **Addendum**—FY13 Operating Budget: Rockville Parking District NDA

The Executive is recommending \$375,000 for this non-departmental account, which is \$1,360 more than the \$373,640 budgeted for FY12 (©1). This NDA pays for three categories of costs associated with parking in the Rockville core:

- There is an annual payment in lieu of taxes to share in the overall expenses of the Parking District, which for FY13 is \$118,875: \$2,455 less than the \$121,330 payment in FY12.
- There is an annual payment of \$180,000 as the County's share in the repayment of outstanding debt for the garages in the Parking District. This commitment will continue for the life of the 30-year bonds issued by the City to fund construction of the garages.
- There is a reimbursement due to the Parking District for revenue lost due to free parking being provided for Rockville Library employees. The estimate of revenue lost in FY13 is \$76,125: \$3,815 more than the \$72,310 budgeted in FY12.

Council staff recommendation: Concur with the Executive.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	26,075,000	0.00
Increase Cost: Additional OPEB contribution	17,476,010	0.00
FY13 CE Recommended	43,551,010	0.00

Risk Management (General Fund Portion)

This NDA funds the General Fund contribution to the Liability and Property Coverage Self-Insurance Fund. The Self-Insurance Fund, managed by the Division of Risk Management in the Department of Finance, provides comprehensive insurance coverage to contributing agencies. Contribution levels are based on the results of an annual actuarial study. Special and Enterprise Funds, as well as outside agencies and other jurisdictions, contribute to the Self-Insurance Fund directly. A listing of these member agencies and the amounts contributed can be found in the Department of Finance, Risk Management Budget Summary.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	17,127,290	0.00
Increase Cost: Risk Management Adjustment	155,640	0.00
FY13 CE Recommended	17,282,930	0.00

Notes: Provides for higher required contribution levels. Many factors are used to calculate annual contribution levels, such as: payroll numbers and actual claims experience to derive worker's compensation insurance costs; operating budget and description of operations to derive general liability insurance costs; the number and type of vehicles to derive auto liability and auto physical damage costs; and property value to derive real property insurance costs.

Rockville Parking District

This NDA provides funding towards the redevelopment of the City of Rockville Town Center and the establishment of a parking district. The funding reflects a payment from the County to the City of Rockville for County buildings in the Town Center development and is based on the commercial square footage of County buildings.

Also included are funds to reimburse the City for the cost of library employee parking and the County's capital cost contribution for the garage facility as agreed in the General Development Agreement.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	373,640	0.00
Increase Cost: Adjustment based on actual PILOT payment and revised estimate for employee parking.	1,360	0.00
FY13 CE Recommended	375,000	0.00

Snow Removal and Storm Cleanup

This NDA funds the snow removal and storm clean up costs for the Department of Transportation and General Services above the budgeted amounts in these departments for this purpose. This program includes the removal of storm debris and snow from County roadways and facilities. This includes plowing, applying salt and sand; equipment preparation and cleanup from snow storms; and wind and rain storm cleanup.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	5,884,990	0.00
FY13 CE Recommended	5,884,990	0.00

State Positions Supplement

This NDA provides for the County supplement to State salaries and fringe benefits for secretarial assistance for the resident judges of the Maryland Appellate Court and for certain employees in the Office of Child Care Licensing and Regulation in the Maryland State Department of Human Resources.

FY13 Recommended Changes	Expenditures	FTEs
FY12 Approved	77,270	0.00
Increase Cost: Annualization of FY12 Personnel Costs	7,953	0.00
Decrease Cost: Group Insurance Adjustment	-110	0.00
FY13 CE Recommended	85,113	0.00